

**b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

The sale of the PRD and MDR lots would involve only the transfer of surface rights and would not carry with it any action to develop the lots. The primary mineral resource that could be affected by the sale would be the sub-surface mineral rights. Per the proposed sale agreement, SCG would retain these rights after the sale. Therefore, there would be no impact from the sale of the lots.

Development of the lots would only involve surface grading and digging to establish footings for buildings. No loss of mineral resources would result from this activity. As with the sale of the lots, development of the lots would not result in any significant impacts from loss of subsurface mineral resources or access to important mineral resources as there would be no loss of such resources from the development of the lots. Furthermore, SCG would retain future mineral rights after the development.

## XII. NOISE

<i>Issues (and Supporting Information Sources):</i>		<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XII. NOISE—Would the project result in:</b>					
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## SUMMARY

*The proposed project presents a number of potentially significant noise impacts. These impacts will be analyzed and considered further in the EIR.*

## IMPACTS ANALYSIS

### ***SALE AND DEVELOPMENT OF THE PLAYA DEL REY AND MARINA DEL REY LOTS***

Please see Appendix I for an extensive background analysis of noise.

**a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Development of the 36 lots could lead to increased noise levels in the area that could affect existing land uses during construction and post-construction. Construction noise levels at and near locations on the project site would fluctuate depending on the particular type, number, and duration of use of various types of construction equipment. The effect of construction noise would depend upon how much noise would be generated by construction, the distance between construction activities and the nearest noise-sensitive uses, and the existing noise levels at those uses. One lot is zoned commercial and typical noise levels generated by construction of commercial buildings range from 84 dBA during ground clearing to 105 dBA during pile driving. These noise levels would be in excess of the City's noise ordinance standards discussed in Appendix I.

Monitored noise levels in the area range from 51 dBA in the "acceptable" category to 73 dBA in the "unacceptable" category for residential uses. Therefore the project could lead to a potentially significant impact by introducing additional noise sources (additional residences and increased traffic) in the local environment.

Hence, development of the residential lots and one commercial lot would constitute a potentially significant impact. Even so, mitigation measures to reduce these impacts could be implemented by the developers to comply with local noise ordinances, and result in a less than significant impact. The potential for noise in excess of the City's noise ordinance is short term during construction activities only. This impact will not occur during normal residential occupations. This impact will be considered and analyzed further in the EIR.

**b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

Sensitive receptors, primarily the adjacent residential dwellings, would experience minimal ground-borne vibration during construction. However, since the duration of this impact would be short-term and since construction activities would be subject to the requirements of the City's noise ordinance, this impact would be considered to be less than significant.

**c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Upon construction, the permanent increase in ambient noise levels from developed lots would not be substantial, as the noise would be identical to existing levels for residential neighborhoods. The increase in vehicle traffic on the local roadway network would also be minimal given that the 36 lots are located in clusters dispersed over the PDR and MDR areas. With the exception of Cluster 5 (on which commercial uses could be located - possibly leading to more vehicle trips), development of the remaining 11 clusters would produce a very minimal increase in traffic on the local roadway network, as discussed in Section XVI, *Transportation/Traffic*.

A change in noise levels of less than three dBA is not discernible to the general population; an increase in average noise levels of three dBA is considered barely perceptible, while an increase of five dBA is considered readily perceptible to most people (Caltrans, 1998). Therefore, for evaluation of operational noise due to project-related traffic, a noise increment of 3 dBA is used as the significance threshold for this project. A doubling of traffic volumes (100 percent increase in traffic volume) would result in a 3 dBA increase in traffic noise. Since the increase in traffic would be minimal and well below a 100 percent increase, the associated impact would also be less than significant.

The patterns of usage of the local roadway system would not change either from construction or post-construction of the 36 parcels. The traffic volumes associated with these developments would be minimal (see Section XVI, *Transportation/Traffic*) as not to result in congestion or changes in behavior of the local patrons of the area, and would result in a less than significant increase in noise on the local street system.

**d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

As discussed under checklist item a), a temporary and intermittent increase in ambient noise would be experienced in the project area during actual construction on the lots. The adjacent residential dwellings are considered sensitive receptors to the lots, and most dwellings are approximately 15 to 20 feet from the property boundary. This impact to ambient noise levels in the project vicinity would be potentially significant. Therefore, this will be discussed in greater detail in the EIR.

**e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

The project area is 0.75 miles northwest from the northernmost runway of Los Angeles International Airport. The southernmost areas of PDR along Manchester Avenue are very close to the 65 dB Community Noise Equivalent Level (CNEL) contour for the airport. The MDR lots are located 2 miles to the northwest of the northernmost runway at Los

Angeles International Airport. Development would expose people residing or working in the lots to noticeable noise levels. This would be a potentially significant impact that will be discussed in greater detail in the EIR.

**f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

The project area is about three miles south of Santa Monica airport and does not experience excessive noise levels from overflights associated with this airport. Therefore, this impact would be less than significant.

### XIII. POPULATION AND HOUSING

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XIII. POPULATION AND HOUSING— Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### SUMMARY

*The proposed project would have a less than significant impact on growth induction and would have no impact on housing. Therefore, population and housing will not be considered further in the EIR.*

### POPULATION

The PDR and MDR lots are located within Los Angeles County. The estimated population of Los Angeles County for 2000 was 9,519,338 (United States Census Bureau, 2000). PDR is a community within the City of Los Angeles West Planning area with an estimated 2000 population of 464,000. The Census 2000 population count for the PDR community was 3,450